

For immediate release, 1<sup>st</sup> December 2009

## **RA Downlink workshop calls for urgent resolution of remaining issues**

Brussels, Belgium – Over 60 operational, regulatory and safety experts, representing air navigation service providers, national aviation authorities, research institutes and professional associations from across Europe, the USA and Japan attended a Resolution Advisories (RA) Downlink workshop in Berlin on 27<sup>th</sup> October 2009. The event, co-organised by EUROCONTROL and the German air navigation service provider DFS (Deutsche Flugsicherung GmbH), highlighted the need to act now to apply the lessons learnt from comprehensive Airborne Collision Avoidance System (ACAS) monitoring projects.

The Airborne Collision Avoidance System issues a Resolution Advisories when a risk of collision is identified. The transmission of ACAS RA information to controllers is known as ‘RA Downlink’ and is available via Mode S radar downlink and other emerging technologies. Some States have already implemented RA Downlink and others are actively considering implementation. Participants to the workshop also called, before the generalisation of the display of ACAS RA on controller working positions, for urgent resolution of remaining issues, such as procedures and controller responsibilities and possible safety implications.

“While some participants had different views on implementation aspects of RA Downlink, the consensus was clear – a harmonised approach is needed to avoid the proliferation of concepts”, said Andreas Krebber, DFS’s Head of Concepts and Future Developments.

Martin Griffin, EUROCONTROL’s Head of Unit ATC Operations & Systems said “This event has heard from experts from a number of States that have already implemented RA Downlink, as well as from those who plan to proceed with the implementation in the future. We have also heard from professional associations. The wide-range of expertise and backgrounds of speakers allowed the audience to gain a balanced view on the issue.”

European  
Organisation for the  
Safety of  
Air Navigation

Organisation  
européenne pour la  
sécurité de la  
navigation aérienne

Rue de la Fusée, 96  
B-1130 Bruxelles  
Tel: +32.2.729.90.11  
Fax: +32.2.729.90.44

More information about the workshop and the work done by EUROCONTROL in this area can be found at: [www.eurocontrol.int/safety-nets](http://www.eurocontrol.int/safety-nets)

**ACAS – Background information:** ACAS (Airborne Collision Avoidance System) is an airborne safety net that provides the flight crew with a warning of the imminence of a near/mid-air collision by producing a Resolution Advisory (RA) 15-35 seconds in advance. More information can be found on *can be found at:* [www.eurocontrol.int/acas](http://www.eurocontrol.int/acas)

***For further information, please contact:***

Kyla Evans / Catherine De Smedt Tel: +32 2 729 50 95

Email: [press@eurocontrol.int](mailto:press@eurocontrol.int)

For more information via the website: [www.eurocontrol.int](http://www.eurocontrol.int)

**Note to Editors:**

*EUROCONTROL, the European Organisation for the Safety of Air Navigation, has as its primary objective to develop a seamless, pan-European air traffic management (ATM) system that fully copes with the growth in air traffic, while maintaining a high level of safety, reducing costs and respecting the environment. EUROCONTROL has 38 Member States: Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland. On 8 October 2002, the Member States and the European Community signed a Protocol on the Accession of the European Community to the revised EUROCONTROL Convention. Pending its entry into force after ratification by all Parties, certain provisions of the Protocol are already being provisionally applied.*